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National ID killed by House *Efforts by Rep. Paul, Sen. Shelby, thousands of Americas, preserves liberty*

WASHINGTON, DC -- In approving the House-Senate compromise on the Transportation Appropriations legislation Friday, the House of Representatives killed an ill-conceived plan that would have prevented Americans from getting new jobs, boarding airplanes or exercising their Second Amendment rights without holding a National ID card. The National ID was slated to go into effect Oct. 1, 2000. "This is a great moment for all Americans; we have succeeded in defeating a program that would have deprived Americans of constitutional liberties, while imposing a massive federal bureaucracy to monitor their every step from cradle to grave," said Rep. Paul. "Thousands of Americans should feel great pride in knowing their calls and letters to Members of Congress succeeded in stopping the National ID." Rep. Paul led the fight against the National ID, introducing the bipartisan HR2337, the Privacy Protection Act, in this Congress. He has also spoken and written extensively on the subject. Sen. Richard Shelby (R, Ala.) was instrumental in including the National ID repeal in the Senate version of the appropriations measure. In 1996, the House passed the Illegal Immigration Reform and Responsibility Act, which included a section requiring states to adopt federal standards for drivers' licenses and birth certificates. Under the law's provisions, after Oct. 1, 2000, no one would be allowed to board a commercial flight, purchase a handgun, receive federal benefits or even take a new, private sector job without having an ID that met the national standards. "That Congress would defeat this program reflects how strongly the American people have reacted to such a gross infringement on constitutional liberties," said Rep. Paul. "Like so much else Congress does, this small provision of the 1996 legislation was meant to accomplish a 'good thing' -- specifically, to cut down on fraud committed by illegal immigration -- but the costs were obviously too high for Americans from across the political spectrum." While the House-Senate compromise of the transportation budget was approved Friday by the House, it must still be passed by the Senate -- expected early next week -- and signed into law by the president.